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SECURITY INFORMATION

REPORT NO.

CD NO.

COUNTRY USSR

DATE DISTR. 6 February 1953

SUBJECT Caspian Dry Cargo State Steamship Company,
Ministry of the Merchant Fleet

NO. OF PAGES 5

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

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PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

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SOURCE

1. The Caspian Dry Cargo State Steamship Company (Kaspiyskoye Gosudarstvennoye Sukhogruzhnoye Parokhodstvo-KaspFlot) was one of the steamship companies administered by GlavYuzhFlot and subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Southern Fleet. KaspFlot's administration was in Baku, #5 Ulitsa Dzhaparidze. KaspFlot's director was General Director MF third class Grigoriy Ivanovich Tsibuzgin. Actually, Tsibuzgin was first deputy (chief engineer) of KaspFlot, and was appointed acting director of KaspFlot. The second deputy director was Captain MF first class (fnu) Selyuminov; the third deputy director was chief of the KaspFlot personnel section. 25X1
 2. KaspFlot was organized as an independent steamship company in 1923 when the Caspian Steamship Company (Kaspiyskoye Parokhodstvo-KasPar) was reorganized and divided into three independent steamship companies: KaspFlot, KaspTanker, and ReydTanker.
 3. The task of KaspFlot was transport of freight and passengers between the Caspian seaports of Baku, Krasnovodsk, Makhach Kala, and Astrakhan. Occasionally, transports were effected to Pahlevi, Bandar Shah, Resht, and Lenkoran.
 4. The main cargoes transported by KaspFlot were as follows:
 - a. Raw cotton from Krasnovodsk to Astrakhan and Baku. To Baku went mainly variegated cotton;
 - b. Rock salt from Kara Bogaz Gol to Krasnovodsk, Baku, and Astrakhan. This salt was used as raw material for the manufacture of fertilizers and for metallurgical processing.
 - c. Kitchen salt shipped from Elton and Baskunchak salt mines to Astrakhan and Baku;
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- (d) Timber from Astrakhan (originating in the Kama region) to Baku and Krasnovodsk;
 - (e) Foodstuffs, mainly fruit, vegetables, and wine, from Krasnovodsk to Baku and Astrakhan, from Baku to Astrakhan and Krasnovodsk, and from Makhach Kala to Astrakhan;
 - (f) Machinery and equipment from Baku and Makhach Kala to Astrakhan and Krasnovodsk;
 - (g) Grain from Baku to Krasnovodsk;
 - (h) Drinking water from Baku to Krasnovodsk.
5. KaspFlot maintained the following passenger transport lines: Baku-Astrakhan-Baku; Baku-Makhach Kala-Baku; Baku-Krasnovodsk-Baku; Makhach Kala-Astrakhan-Makhach Kala.
6. The 1951 transport plan for KaspFlot called for transport of four million tons of freight with the following breakdown:

Incoming Cargoes

<u>Type of Cargo</u>	<u>Quantity (mln tons)</u>	<u>To: Baku</u>	<u>To: Astrakhan</u>	<u>To: Makhach Kala</u>	<u>To: Krasnovodsk</u>
Raw cotton	0.6	0.2	0.4		
Machinery and equipment	0.8		0.4	0.1	0.3
Timber	0.5	0.3		0.1	0.1
Rock salt	0.4	0.2	0.1	0.1	
Kitchen salt	0.4	0.4			
Grain	0.7				0.7
Foodstuffs	0.4		0.2	0.1	0.1
Drinking water	0.2				0.2
Total	4.0	1.1	1.1	0.4	1.4

Outgoing Cargoes

<u>Type of Cargo</u>	<u>Quantity (mln tons)</u>	<u>From: Baku</u>	<u>From: Astrakhan</u>	<u>From: Makhach Kala</u>	<u>From: Krasnovodsk</u>
Raw cotton	0.6				0.6
Machinery and equipment	0.8	0.5	0.1	0.2	
Timber	0.5		0.5		
Rock salt	0.4				0.4
Kitchen salt	0.4		0.4		
Grain	0.7	0.7			
Foodstuffs	0.4	0.2		0.1	0.1
Drinking water	0.2	0.2			
Total	4.0	1.6	1.0	0.3	1.1

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7. The T/O of KaspFlot administration was as follows:

- (a) Under the first deputy director (chief engineer) were the following sections:
- (1) Marine Engineering Service (Mekhaniko-Sudovaya Sluzhba): T/O 17 employees: chief, two senior engineers, four engineers, four group engineers, one chief engineer thermo-technician, two thermo-technical engineers, and three thermo-technicians. Maintenance and repair of the KaspFlot fleet was done mainly at Parizhskaya Kommuna ship repair yard in Baku.
 - (2) Designing Bureau (Proektno-Konstruktorskoye Byuro - PKB): T/O 12 employees: chief, three senior engineers, four engineers, two technicians, and one archive clerk;
 - (3) Technical Supply Section: T/O 14 employees: chief, deputy chief, planning engineer, two economists who were experts on metals, three buyers, one warehouse manager, and five warehouse receptionists;
 - (4) Transport Motor Pool: T/O 15 employees: three administrative clerks and 12 drivers and stevedores;
 - (5) Construction Section (Otdel Kapital'nogo Stroitel'stva): T/O three employees: chief, one engineer, and one technician.
- (b) Under the second deputy (director-chief of operation) were the following sections:
- (1) Fleet Operation Service (Sluzhba Eksploataatsii): T/O 18 employees: chief, Captain MF third class (fnu) Fayfer, four senior dispatchers, four dispatchers, two senior engineers, four engineers, two technicians, and one secretary;
 - (2) Commercial Section: T/O three employees: chief, senior economist, and economist.
 - (3) Maritime Inspectorate: T/O 11 employees: chief, senior inspector, two inspectors, four instructors, two deviators, and one radio navigator.
- (c) Under the third deputy (director-chief of personnel) were the following sections:
- (1) Personnel Section: T/O eight employees: chief, deputy chief, two senior inspectors, three inspectors, and one secretary;
 - (2) Mobilization Section: T/O three employees: chief, senior inspector, and inspector;
 - (3) Billeting Section: T/O eight employees.
- (d) Directly under the KaspFlot director were the following sections:
- (1) Office of the Director: T/O four employees: legal advisor, technician, and two secretaries;
 - (2) Planning Section: T/O six employees: chief Sen Lt Administrative Service MF (fnu) Kalisher, one senior engineer, two engineers, and two economists;

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- (3) Labor and Wage Section: T/O five employees: chief, Sen Lt MF Mariya Oleshina (female), one senior engineer, two engineers, and one technician;
- (4) Accounting Office: T/O seven employees: chief, deputy chief, three senior accountants, and two accountants;
- (5) Finance Section: chief, economist, and cashier;
- (6) Secret Document and Cipher Section: T/O seven employees: chief, two senior inspectors, and four inspectors;
- (7) Administrative Section: T/O 14 employees: chief, executive, registry-clerk, archive-clerk, mail-clerk, courier, two typists, three drivers, and three cleaning women;
- (8) Signal Section: T/O 37 employees: chief, senior engineer, engineer, chief radio bureau, chief radio station, four senior radio operators, eight radio operators, four typists, three senior radio technicians, six radio technicians, three radio mechanics, four auxiliary workers.
8. Training of KaspFlot personnel was effected by the company training school of KaspTanker.
9. KaspFlot did not have an independent newspaper. There was a newspaper, Bol'shevik Kaspiya, edited by KaspTanker, which also serviced KaspFlot.
10. Maintenance and repair of KaspFlot buildings was handled by the RemStroyUchastok of KaspTanker.
11. The KaspFlot fleet was divided into the following eight basic groups:
- (a) Three freight-passenger diesel ships with displacement of five thousand tons, constructed in 1938 at Zavod Imeni Zhdanova. They had two propellers, and two compressor-type, six-cylinder, MAN diesel engines with a total capacity of 2600-2800 hp, 120 rpm. Their speed when empty was 14-15 mph; when loaded, 11 mph. Their names were: Dagestan, Turkmenistan, Bagirov.
- (b) Seven freight-passenger diesel ships with displacement of 2500-3000 tons, manufactured in 1926-28 at Zavod Imeni Zhdanova (some were manufactured abroad). They were equipped with two compressor-type, six-cylinder MAN diesel engines with a capacity of 1500-1800 hp, 120-140 rpm. Their speeds were 14 mph unloaded and 10 mph loaded; [REDACTED] 25X1
- (c) Eight freight diesel ships with displacement of 1000-1400 tons, constructed abroad around 1925. They were equipped with two propellers and two Ballinder, Deutz, or MAN diesel engines with a total capacity of 1000-1100 hp, 150 rpm. Their speed was 10 mph unloaded and eight mph loaded. [REDACTED] 25X1
- (d) Sixteen steam engine freighters with displacement of 800-1500 tons, manufactured in 1908-12 in Sweden and Germany. They had mostly two propellers and two steam engines of Compound make, total capacity of 1000-1400 hp and 120-150 rpm. Their speed was 10 mph unloaded and seven mph loaded. [REDACTED] 25X1

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- (e) Six to eight diesel freighters with displacement of 800-1000 tons, received after World War II as reparations from Germany. They were equipped with single German-make diesel engines of 600-800 hp, 200-230 rpm. Their speed was 14 mph unloaded and 11 mph loaded.

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- (f) Ten diesel tugboats manufactured in 1946-48 at Zavod Vano Sturua in Baku. These were one-propeller type tugs with single eight-cylinder Washington-make diesel engines of 500 hp and 200-230 rpm. Their speed was 12 mph unloaded and nine mph loaded.

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- (g) Ten to 12 barges and lighters (old ships with engines removed) with displacement of 1000-1200 tons;

- (h) Fifteen to 20 auxiliary vessels: launchers, port-tugs, plashkouti (shallow barges) of various manufacture and types.

12. Ship personnel of KaspFlet consisted of two thousand people; shore personnel was approximately 150-200 people.

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